The Gas Contract.

The Ordinance proposing to contract with the New-York Gas-Light Company for the lighting of certain Streets at a specified rate for fifteen years from the close of their present Contract (more than two years hence,) after having been once defeated by Mayor Woodhull's Veto, has again passed the Board of Aldermen and is now before the Board of Assistants for concurrence. Although that Board will not regularly meet till next May, we spprehend that, as measures are now in progress to impair the unanimity and force of public sentiment in opposition to the Contract, a Special Meeting is contemplated, at which, the machinery having been duly oiled, this Contract is to be taken up and put through; when, even should our new Mayor veto it, as we trust he would, its supporters in the Councils would be strong enough to carry it over the head of the Veto. We desire, therefore to set once more before the Councils, the Mayor and the People, some of the chief reasons which are to our mind conclusive against the consumma-

tion of this Contract. We cherish no ill will to Corporations, abstractly or generally; on the contrary, we think them decidedly beneficent, and a very natural and feasible mode of accomplishing results beyond the means of any but the wealthiest individuals or private firms. We hope yet to see them so diffused, diversified and multiplied that nearly or quite every individual shall be a stockholder in one or more of them. Nor have we the least ill will toward the New York Gas Light Company nor its stockholders, whoever they may be. (We probably are acquainted with some of them, but do not happen to know any of them as stockhold ers.) We consider their enterprise, when undertaken, a spirited and laudable one, and are glad that it has generously rewarded them. We do not esteem a good dividend an evidence of extortion or wrong doing, and take pleasure in our neighbors' prosperity, holding firmly to the maxim of 'live and let live.' We do not even consider the monopoly of the privilege of laying gas-pipes in certain streets a vicious measure at the time it was granted, many years since, in view of all the circumstances. We do not grumble at the price for which they propose to light certain streets as exorbitant-on the contrary, we are inclined to consider it reasonable. And we are quite aware that the City is not debarred by the letter of the Contract from obtaining its Gas elsewhere whenever it shall find itself able to do so at a saving.

What we do object to, and on account of which we most earnestly protest against the consummation of the proposed Contract, is the virtual monopoly of Gas-making which this Contract secures to the Company throughout the lower and business part of the City. We are not deceived by specious appearances. We are quite aware that no monopoly in terms is granted—that a show is made of giving up that which now exists for the two years and over of its unexpired term. But we understand all that, and so does the Company. It is the party in possession. Its pipes are in all the business streets, its fixtures in the gas-consuming houses. The Company may well afford to say, 'Make and sell Gas in opposition to me in welcome, whoever chooses!' It well knows that the streets cannot and will not be surrendered to whoever chooses to render them im passable for months in order to lay down com. peting gas pipes, and that such pipes would be in the way of other necessary improvements, public and private. The great majority of our citizens. who do use the streets and don't buy gas, would object to being driven out of the great thoroughfares for weeks here and then weeks there, in order to permit the laying down of different lines of opposition gas pipes.

But suppose they would not-who would un dertake it? Here is the old Gas Company, abun dantly rich, with its pipes in every street where Gas is in large request and its fixtures in almost every gas consuming house. It has, we will say, five hundred extensive customers in Broadway how many could an opposition company count upon? Suppose it were to lay down its pipes on a calculation that it could supply Gas for twothirds of the present prices, what is to insure it against a reduction of fifty, sixty, or even seventy per cent. by the old Company? And when it shall have thus been broken, what is to secure the public against an immediate return to the present rates? or even the imposition of higher? To talk of free competition in Gas-making with the old Company, while it shall retain its present control of the streets, is just like commending Free Competition between the wealthy and wellestablished Manufactories of Europe, and those which we mean to build up as their rivals. It is sheer delusion.

True and fair competition is what we contend for, and that is only attainable in quite another way-namely, by soliciting proposals for supplying the City, including such citizens as desire it, with Gas, and giving the contract to the lowest responsible bidder. Let the Common Council give notice that sealed proposals will be received until a specified day for furnishing Gas at least equal in quality to that now supplied by the old Gas Company for a term of ten or twenty years from the expiration of the present Company's charter, the contractors to enjoy the same privieges as to the use of streets, &c., hitherto accorded to the New-York Gas-Light Company. Of course, the person or Company taking the contract should be required to take the present Company's pipes and fixtures at a fair valuation; and if the old Company refused to sell them at such a valua. tion, it must take them out of the streets. Advertise such a Gas Contract as this, throwing the field open to unlimited competition, exacting the amplest security for a faithful performance by the contractors, and we shall feel confident of a reduction in the cost of Gas to our citizens of at least thirty, and probably of fifty per cent. Why is not this the fair thing ! And why won't the Common Council help it forward?

The Omnibuses and the Mayor.

There has been some excitement during the past week, in consequence of Mayor Kingsland's attempt to prevent Mr. Bertine from running omnibuses through Grand st., after he had revoked the permit granted by his predecessor, Mayor Woodbull, and some of the newspaper articles were calculated to create sympathy for Mr. Bertine, at the expense of the Mayor. Let us look at all the circumstances and see if there is not two sides to this matter. It is well known that Mr. Bertine has, until recently, been one of the proprictors of the "Bowery and Grand-st." time of stages which has been disposed of for a large sum to Mr. Charles Lent. He also had the "Bowery and Hous. lon-st." line, which was disposed of for \$38,000. He also held a permit from Mayor Woodhull to run a line of omni busses from the Fulton Ferry up Broadway and the Fifth avenue, which Mesars. Curtis & McLelland paid him \$12,000 for the permit alone, before the stages had been placed upon the route. He next obtains a permit from Mayor Wood-ball for a line on the Bowery and the First-avenue—and the manner of obtaining it is set forth in the following extract of an affidavit of W. W. Tate:

Wilson W. Tate, being day sworn, says: I reside at 58 Whitehall-at, in the City of New-York, and I am a porter-bouse keeper. I am acquainted with James T. Bertine; he came to me and asked me if he could make me his friend. He then said "I want to get a license to run a time of stages on the First avenue," and the Mayor had told him he could told grant that license or permit to him, because he had granted him one already on the Fifth-avenue, and he shought it would look like partiality to grant him another

line; and the Mayor had told him if he had a friend that he could get to take out that Icense he would give it to his friend. I then saked Mr. Bertine if I should go up to the Mayor's office and apply for it, and he said No. Afterward Mr. Bertine presented me a paper to sign which he said was an omnibus permit and he wanted me to assign it. I signed my name to what I believed to he a prepared assignment. No one ever paid me any money on this account except \$25 for dricks. It was understood that the transactions in obtaining this permit were to be kept a secret. I don't know the Mayor. [Signed] W. W. TATE.

Sworn to before me, the 18th day of December, 1850.

GEO. H. FRANKLIN, Als. Seventeen's Ward, Chairman Special Committee.

This line was run by Mr. Bertine from May to July, 1850 without his paying the license of \$20 for each stage, when he sold out to Messrs. Garrison & Merriam for \$42,000, (as sworn to before the Special Committee by Mr. Merriam viz: \$25,000 for the stages, horses, &c , and \$17,000 for th PERMIT. He then had a permit for a new line through Fourteenth-st. and Broadway, which he shortly sold to

Messrs. Reynolds & Weart for a large sum. The Grand-st. line was started about the time that Mayor Kingsland came into office, and there was presented to him a petition signed by the occupant of nearly every house in G-and-st., asking the Mayor to revoke the permit. On that petition, and with a knowledge of the above speculations the Mayor acted, and revoked the license. I have deemed it necessary to give all the facts, that the public may judge correctly of the acts of the Mayor. OBSERVER.

New-York and Eric Railroad.

In passing up West st. a day or two since, my attention was arrested by a numerous crowd of carts congregated at the foot of Duane-st. loaded with merchandize for transportation by the above Road, to various parts of the great West and to Canada. I passed over their Pier with difficulty, from its crowded state with carts, milk wagons and the various kinds of produce which seek this great mart for sale, and reflected what this Road must be to New-York when completed to Lake Erie, with the numerous Roads now building and in contemplation to intersect it at various points from Binghamion to Hornellsville, to say nothing of what is and will be done by Pennsyivania and the great West, to swell the incalculable amount of their productions over this Road. All I should fear is that this company have not space to receive the amount of business they will do. I inquired of Mr. Palmer, an intelligent young gentleman in the Company's employ as receiving clerk, how the Company intended to make room for the great increase of business that must necessarily foliow the competion of the Road. He stated that the Company had taken the pier at the foot of Chambers at adjoining the one they now occupy I was much pleased with the promptness with which Mr. P. dispatched the various applications from those who had business to do with him, and the way he facilitated the unloading of the numerous drays, must be very satisfactory to the carmen as 'time' to them is money,' and the Company is fortunate in having one in this important station, while he watches closely over their interest, gives satisfaction and dispatch to those who are daily delivering property for transpartation.

New Yorkers should foster this great undertaking—its great mart for sale, and reflected what this Road must be to

terest, gives satisfaction and department.

delivering property for transpartation.

New-Yorkers should foster this great undertaking—its
completion will be an era in the prosperity of the City sa
great as was the completion of the Eric Canal.

ONTARIO.

New-Jersey Industrial Legislature .. lst Session Saturday's Trenton State Gazette contains the conclusion of the proceedings of this body, which has been sitting at that place several days past, which we append, as also the subjoined memorials, previously adopted. By reference to the Legislative proceedings in another column of the Gezette we notice that Mr. Hoxsev on Friday introduced petitions for Land Limitation and Home stead Exemption, and also the petition of the Industrial Legislature for the same object, which were referred to Messrs. Hoxsey, Hineline and Whitehead, who will undoubtedly make a favorable report, seeing that young Wisconsin and other States are moving effectually in the same

matter.

Poweth day.—The following resolutions were discussed and adopted:

Resolved, That we notice the friends of Land and Labor Reform and Universal Education to organize Auxiliary National Reform As accusions in their respective dainets, accurating to the recommendation of the Industrial Congress, for the purpose of promulgating their principles and cumbining their strength at the polis; and that we request them to elect delegates to the Industrial Congress, to assemble at Albany on the first Westnesday of June next.

Resolved, That the officers of the Industrial Legislature be a committee to issue an Address to the citizens of the State, and to issue a call for the next lacustrial Legislature, to assemble at Trouton on the third Tuesday of January next.

No other business being before the meeting, the session was adjourned size die.

Was adjourned size die.

The Industrial Legislature of New-Jercy to the State Legislature of New-Jercy to the New-

estime annually is in Europe to emerca, who are here compele-estle with our own landless people in a competitive servitade, the supposite of a republican independence, while those who has to top-liked the proceeds of their labor are allowed to come here a their plunder and buy up, without limit, the soil which our na-born citiestically for their labor are allowed to come here allowed to come here their plunder and buy up, without limit, the soil which our na-born citiestics are forbuiden to cultivate, unless they can pay the milator's price for it.

shorn citizens are forbilden to cultivate, unless they can pay the cultivate price for it.

Vareagentuilly suggest as a remedy for the evil of Land Menopo the measure of I am Loriganow, which, if adopted now, with the needs you any interference with present titles to the By Land Loriganion, we seem a State law prohibiting future which it is only the individuals above a limited area amplicated for the support of a family. We also suggest that the same should declare the examption of the homestead, so limited, from they do selicure for delit; and further, that the State Legislature of the delit; and further, that the State Legislature due, as if a Legislature of New York, Wisconen and other State edone, instruct our Senators in Congress, and requised our Repetitives, to use their sufficience to prouve the Freedom of the lands, in limited quantities, to actual settlers, and to prohibit further sale to foreigners and others, for the purpose of species.

their further sale to foreigners and others, for the purpose of spect-hinos.

In our discussions with the citians of Treuton, and with member of your own body or this subject we have found the most commor capect on to be, that to limit the quantity of had which any individu-al might acquire, wend be a restriction on individual right. We pro-pose the measure for the very opposite reason, that to allow unlimit departness of the soil is a many a uniof the extender rights of every individual thereby excluded, and we satinit that in the exercise of other rights mer are already rest aimed by law against an exercise ment on the equal rights of others.

Gresce H. Evans, Feure My.

Gross H. Eras, 'cere ary.

MEMORIAL TO CONGRESS.

The Industrial Leg slature of New Jersey, now in season at Trenton, to the Congress of the United States, respectfully represent:

That your memorialist are well convinced that the time has arrived when the sale and traffic in the Public Lands should cease, and the lands to so disposed of as is provide for the allutiment of farms and homes for the landsea portion of our citizens who are unable to obtain lands in the older settled States, in consequenced their provery, the high purce of land, the competition of lab r and the competitive influence of machinery memopolized by capital ste, which are constantly tending to their desper exceptation and servicule, leasening they refire espect and sense of manhod, and thereby ucreasing the smount of crime, suffering and pumperism inflaming their minds with a sense of wrong, and endangering the security of property and the safety and stability of our Government and mountainers. To prevent these sad and fearful results of Lam Minopoly, we respectfully uses your honorable body to emote a law providing the further sale of the Public Lands, and declaring them free in farms and lots to actual seathers not possessed of other lands, and with a prohibition against their transer for any other purpose.

By order,

Gassa H Evans, Scrittery.

By order, Greats H. Evans, Secretary, Treaton, Feb. 13, 1861.

Lieut. Nones informs us that the Indians of New Mexico are very numerous, and embrace some of the most powerful and warlike tribes in North America. They are all bostile to the whites, and discover the treachery and faithlessness of nearly all savages. The Apaches and Navajos are the principal tribes of New Mexico. They are expert horsemen, and like the ancient Parthians, often discharge their arrows with more fatal precision, while flying from their pursuers, than when fighting face to face. Their feats in than when fighting face to face. Their letter horsemanship are said to be astonishing. When determined upon a retreat, they cannot be easily overtaken. Their mountain ponies travel over the steep and rocky hills of their country like goats, and where no American horse can possibly follows them. Their manufactures are variously estimated to the country like them. llow them. Their numbers are variously timated; but the general opinion of those who have had the best opportunities of judging, is that all the tribes of New Mexico cannot number less than about one hundred and eighty thousand .-The probability is, that the General Government will have to spend several times the cost of the Florida war, before they can all be reduced to

The Navajos reside 150 or 200 miles to the southwest of Santa Fe, and occupy by far the most fa-vored part of all New Mexico. It is indeed spoken of as a beautiful and fertile country, and has been cultivated by the Navajos to a very considerable degree of perfection. Lieut. Nones states that he has rode for many miles there among fine waving fields of corn, extending in all directions, and as far as the eye could reach. The Navajos are alfar as the eye could reach. The Navajos are al-ways ready to profess friendship and make trea-ties, which they will violate the first opportunity. The first tereaty made with them by the Ameri-cans was broken in fifteen minutes after. In fact there is now a fair prospect that the future Indian wars of New-Mexico will engulf many millions of the national treasury, and give occasion to a con-siderable increase of the standing army.

[Galveston News.

The Connecticut River is clear of ice, as we learn from the Springfield Republican.

New-York and Erie Railrond Route.

At a large and enthusiastic meeting of the citizens of Rockland County, held at the Court House in New City, on the 12th day of February, 1851, to take measures to prevent the discontinuance of the passenger trains of the New-York and Erie Railroad Company through the County.

On motion, Hon. WILLIAM F. FRASER of Clarks town, was called to the Chair, and the following gentlemen were named Vice Presidents, viz JOHN R. COE of Ramapo, THOMAS LIPPINCOTT of Orangetown, ARRAHAM B. CONGER of Haverstraw. and Col. JABEZ WOOD of Clarkstown.

ANDREW FALLON of Orangetown, and ED-WARD I: STRAUT of Ramapo, were chosen Secre-

The objects of the meeting were stated by the Chairman, and on motion, Archibald Cassidy of Ramapo, Abraham I. Demarest of Clarkstown, and Cornelius P. Hoffman of Orangetown, were appointed to draw up an Address to the people of the Southern tier of Counties, and also Resotions expressive of the sense of the people of this County. The Committee thereon retired, and the meeting took a recess.

Upon the meeting reassembling, the Committee reported the following Address and Resolutions

which were unanimously adopted: Resolved. That the recent act of the New York and Eric Railroad Company, in diverting the travel and ousiness from the County of Rockland, and in transferring the termious of their travel from the State of New York to the State of New Jersey, contrary to the spirit and intention of their Charter and the laws of the State, merits, and should receive the reprobation of all citizens of this State.

Resolved. That considering the action of the New York and Eric Railroad Company in the matter as entirely unwarranted by their Charter, and in direct opposition to the lintentions of the Legislature and people of the State, we protest against the same, and we will use all the means in our power to Compel the said Company to resume the route which their charter directs and which they have now so unjustly and unnecessarily abandoned.

Resolved. That suck change of route, under pretence of its superior merits as to time and expense against the opinions and decharations of competent Engineers and others, importally a superior merits as to time and expense against the opinions and decharations of competent Engineers and others, importally and the stockholders of the Company require that the abandonment of the route should have been made from imperious and irre-Resolved, That the recent act of the New York and Erie

Resilved, That the interests of the State and of the scotch holders of the Company require that the shandonment of the route should have been made from imperious and tree-statible necessity alone, and wholly uninfluenced by any personal or pecuniary interests, whether of corporations or individuals.

Resolved. That we, reminding our fellow citizens of the great sacrifices made by us to sustain this Road when its prospects were desperate, solemsly appeal to be Legislature and people of this State to arrest so manifest an act of injustice as is now sought to be perpetrated by the Directors of this Company in subjecting us to still heavier and irreparable damage.

tors of this Compary in subjecting us to still heavier and irreparable damage.

Resolved, That it never was the intention of the people or Legislature of this State in the large conations which have been given to the New-York and Erle Railroad Company, that they should in any way abandon or discontinue their Road through the County of Rockland, and least of all, divert its business and route into another State.

Resolved, That the impoley of diverting capital, industry and business from the Metropolis of this State directly or indirectly, now or by possibility hereafter, into any other State for the aggrandizement of its commercial centers or the building up of its waste lands, is too devicus for argument. That the spirit herefolore manifested by the State of New-Jersey toward the critizens of this State in all matters where there has existed a conjoint interest, may warn us now not to subject a work of such magnitude, and of which the State is so justly proud, by any sort of contingency to dispute or injurious taxation and that the critizens of this State in their capacity of tax-payers should demand some adequate remuneration before they consent to diminish the common fund on which our common taxation is based.

Resolved. That the proceedings of this meeting be pub-

based.

Resolved. That the proceedings of this meeting be published in the Rockland County Journal and Rockland Messager, and in the newspapers throughout the Southern tier of Counties, and at Albany.

ADDRESS

Of the Citizens of the County of Rockland to their Fellow Citizens of the Legislature and of the Southern tier of Counties, adopted at a General County Meeting, held at the Court House, New City, Feb. 12, 1851.

FELLOW CITIZENS: It is known to most of you that in the year 1832, a number of persons were by an Act of the Legislature, constituted a body corporate for the purpose of constructing a " Rail road, commencing at the City of New-York, or at such point in its vicinity as should be most eligi. ble and convenient therefor, and to continue said Railroad through the Southern tier of Counties by way of Oswego in the County of Tioga, to the shore of Lake Erie, at some eligible point between the Cataragus Creek and the Pennsylvania line." And the act further provided that the said Corporation should not connect their road with any Railroad, either of the State of Pennsylvania or New Jersey, or leading into either of the said States, without the consent of the Legis-lature of this State, on pain of forfeiting the pow-

ers and privileges conferred by this act."

This fact is known to you, but you may not know that of the persons so incorporated, several were citizens of the County of Rockland, that the citizens of this County were among the first, if not the first, to undertake and encourage the undertaking and complete gave at the very outset, large donations of lands and materials for that purpose—that one of their number alone made a free grant of lands then and repeatedly since, valued by the Company at not less than one hundred thousand dollars, and that another paid into its capital stock nearly an equal sum, which, in its subsequent reverses proved almost a total loss.

What has been the reward of these sacrifices? The present Directors have within a few days decided to discontinue their passenger trains in our county, and to transport their passengers through the State of New-Jersey, claiming, we understand, the power to do so under the General Reilroad Law of 1850.

Even if we felt inclined to impugn their mo-Even if we felt inclined to impugn their motives, this is not the occasion on which, nor are you the persons to whom we should do so. It happens in the course of events that during their term of office their road has approached its completion, and most of you are at this moment enjoying its benefits, of which we are so suddenly and unexpectedly deprived. It is natural that you should be satisfied with their management, without too curiously inquiring whether that management has been economical, judicious, honest and honorable, or whether some portion of your gratinde may not be due to those who, in earlier years, when the subject was as yet an untried and hazardous experiment, made immense personal sacrifices to accomplish it. We will not, therefore, in addressing you venture te express the indignation we cannot but feel at the treatment we have so undeservedly received, but we desire to make you acquainted with our true position.

ue position.

Do not mistakeus! You have been told that we wish to Do not mistake us! You have been told that we wish to compel the western travel through our country on its way to the City of New-York. This is false. We are only anxious to have the same facilities of communication with yourselves. You have been told that the reste through New-Jersey is shorter by some hours that this already constructed. This as so, is false. By uniting the Erie and Hudson River Roads by a proper Ferry at Piermont, the difference of this between the rival routes would not exceed half an hour. But this is not the place or time for a fair and fall compension of the speed or economy of the route prescribed for the Charles, who must be southern lies of concomparison of the speed or economy of the route presed by the Charter, "through the southern tier of coun"act that preferred, for the present, by the Directors,
ugh the State of New Jersey. We say for the present
use we have recently henry of another projected route,
weight for the located line, at or near the Great Bend,
ch would also terminate in New Jersey, and which it is
ended will be a much greater economy of time and
time.

which would also terminate in New-Jersey, and which it is contended will be a much greater economy of time and distance.

We will not, then, discuss the comparative merits of the routes accusely projected or hereafter to be projected, but there is ene view of the subject we beg you to consider. So far from being hostile to the Jersey rouds, we believe their existence as independent routes would be advantageous both to you and to ourselves. Let the two routes be and remain rivals for public patronage, and the competition between them will insure low rates of fare, comfort, convenience, and rapicity of travel, which it would be absurd to expect? your sole avenues to the City of New-York are monopolized by a single company. But we compain that he two tevers have been in fact run as rival routes, and that a connection with the Hudson River Road, so far from being tried, appears to have been avoided, will han antiety for which most of us are unable to account. On the contrary, the Kamapo Road, from the first, seems to have been a peculiar favorite of the Eric Directors. Some of them were present at its birth, and exhibited a temarkable interest in it and now, when, as we are informed, its langual existence appeared likely to terminate, the public are compelled by this last act to contribute to its support. How are we to construe this conduct? Is it the magnanimity of noble mids toward in fortunate river, or the disquised solicitude of parents for effspring it would be imprudent to acknowledge? Again we say, let the routes be in fact rival routes, as dwe shall be content after a fair trial, to abide the result of their competition. We have no fears that ours will be entered to the two reasons assigned by the Directors for the action of which we complain. The first, is the alleged expense of the Ferry between New-York and Piermont. How that expense has been incurred, and whether that Ferry by proper management might not be a source of profit we shall not now inquire. But unless it is intended ultimately to make Jersey

gers preferring either the Ramapo or any other diverging gers preferred enter the change or any other area facilities for ourselves. We appeal to you, and through you for preferred tailves at Albany, whether the demand is not in the highest degree reasonable and just. We appeal to your fears, lest among the countless schemes in reference to this road, you may suffer a like fate

in cursolves.

And are these fears imaginary? Are you ignorant, or you forgotten the efforts heretofore made to change, a you forgotten the efforts heretofore made to change the property of the control ave you forgotten the efforts heretofore made to char out mee'y the located line of road, but its western to out into Penn.! Effuts, some of which would heretoed encreasful but for the promot and decided oppion they met in our Legislature at its last seasion. I shove all, we appeal to your sease of justice. Shall appeal in valo! And we sak of the stockholders, are yevenues so ample as to warrant indifference to the verse of your read through our County! Do you as shove all, we appeal to your sense of justice. Shall we appeal in vain! And we sak of the stockholders, are your reventices so ample as to warrant indifference to the receipts of your read through our County! Do you assent to the shandenment of twenty miles of constructed road, which tuntil the Legislature otherwise enacts) must be manutained in running order, and to the payment of thirty cents to a rival company for the transportation of each and every of your passengers through the State of New-Jersey! Are you prepared to reconstruct thirty miles of road in that State at an nuknown expense, and subject that, as well as your essient terminus, to the action of New-Jersey legislation and New-Jersey taxation! Have you estimated the cost of precuring accommodation for your business at Harsimus, equal to those you already possess! Will two millions of dollars accomplish that object! It is said by competent Engineers acquainted with the subject, that, or a greater sum will be necessary, and your past experience will reach you that neither Engineers nor Directors usually oversatimate future expenditures. Finally, have you travestigated the subject for yourselves! When you have done so, we feel assured you will find our interests and your own to be identical.

But to you, the capitalists, landholders, merchants and mechanics of the City of New-York, do we especially look for sympathy and aid! We ask whether you are aware of the vast exient of ground, the immense buildings and wharves, the daily demands for constant and regular employment of numerous laborers, which will be requisite wherever the final depot of the trade of the Great West is located? That depot must of necessity be near the port of New-York. If confined by legislation within this State, it must be at the City of New-York. Sut if not so confined, why may it not be at Hoboken, at Jersey City or at Harsiman? Long since has the possibility of such an event been anticipated by men who are said to have purchased and as one or the other of those points, in vi

location, and with a determination to effect it. Will you assent to it?

But a few years have passed since this great work was almost abandoned in despair, and you were called upon to sustain it, on the ground that you were most desply interested. In what consists that interest, if it is to terminate in the State of New Jersey? Will you say that such an issue is impossible? It was so indeed, while the objects of our State, in the unprecedented assistance afforded to the wors, the express provisions of its charter, the spirit of the subsequent acts of legislation in regard to it, and the intention of his projections were respected.

But the sabave charged, and men and measures have charged with them. We ware you to give no faith to the assurances that the first ph can never be diverted from your city, and that the travel must to any event reach you. We assure you that for a long time, a secret influence has been at work to produce a contrary result, and that no confidence on he placed in the promises or assertions of those, whether in the Board of Directors or out of it, who are cautiously, but conningly and earn sity, exerting that influence.

We know that more than two years since, men in creat-

cautiously, but canningly and earns ally, exerting that influence.

We know that more than two years since, men in erested in New Jersey railroads and New Jersey lands, privately assured those whose interests appeared similar, that the road must have its terminus in New-Jersey. Still later, others, officers of the Company and members of the Board of Directors, when questioned by your citizens, affected to ridicule their fears, and denied the slightest intention to divert the business or trade from the established rouse. Yet we know that negotiations were then pendiog with the Jersey Company to effect such diversion. But the Charter then probiblized it. The New-York public were not as yet thrown off their guard or fulled into indifference by newspaper stricles, cunningly ornamented with declarations against State Jealousless. The traveling public had not as yet been disguisted by unnecessary delays and difficulties in the established route. These obstacles are now supposed to be removed. The prohibitions of the Charter, the spirit of repeated acts of special legislation, the intention of the profectors of the road and of the State in its immense donations to lusture its completion, are all said to have been legislated away by the General Railroad Act of 1250.

This authorized has been halled with triumph

have been legislated away by the General Railroad Act of 1150.

This supposed legislation has been halled with triumph in certain quarters, and the Directors have hastened eagerly to avail themselves of it. We are the first victims. Who will succeed us? Already we hear calculations, surmises, assertions, as to the time and cost of preparing the Ramapo Road for the reception of the Eric cars, and litet and suggestions more or less obscure as to the comparative prices of storage at Harsimus, Jersey Cliv, and New-York, the great expense of transferring freight from Cars to Ferry-boats, and the facility of constructing wharves and docks similar to the Atlantic Docks opposite to the City of New-York. But we trust that you will not be indifferent to this matter, that you are too far sighted to be duped into neglect of your own rights and interests, and too just to refuse as your assistance in obtaining ours. And so trusting, we ask your limited acceptant in requiring from our Legislature now in session, such action, prompt, explicit, and conclusive as may now and for all time hereafter, place the greatest work of the age beyond and above the selfiab schemes of private individuals and the control of another State.

WM. F. FRASER, President.

Andrew Fallon.

ANDREW FALLON, EDWARD I. STRAUT, Secretaries.

brouck.

On motion a Corresponding Committee of five was appointed, consisting of the following gentlemen, viz: Peter H. Taulman, Marceta M. Dickinson, Andrew Fallon, John W. Blauvelt, John C. Blauvelt, Nitholas Quekenbos. W. Blauvelt, John C. Blauvelt, Nicholas Quckenbos. It was then also resolved that the following gentlemen constitute a Committee of Vigilance: Abraham B. Couget, Esq., Hon. Brewster J. Allison, Hon. Mathew D. Bogert, Nicholas C. Blauvelt, Esq., Edward I. Straut, Esq., Archinale Cassidy, Esq., Dr. Hasbrouck, Isaac M. Dederer, Esq., and John C. Blauvelt, Esq.

It was further resolved that the Vigilance Committee have power to call a meeting of the citizens of this Counity whenever they shall deem it expedient.

A resolution of thanks to the gentlemen who had addressed the meeting was then passed and the meeting adjourned.

WM. F. FRASER, President.

ANDREW FALLON, I geographies.

FUGITIVE SLAVE LAW CONVENTION .- The State Convention of Maine, held at Winthrop, passed strong Resolutions for a modification of the law in relation to "Fugitives from Service," and letters were received from many of the eminent Anti-Slavery men of the Country. Stephen C. Foster presided, and the following are specimens of the Resolutions adopted :

"Resolved, That the African slave trade is immoral, cruel, piratical: that the slave trade from Maryland to Louisiana is also immoral, cruel, piratical, and a greater wrong than the African slave trade; that the laws of England, which authorized the burning of Christians for their religious opinions, were also immoral, cruel, infernal; but the law, which, as construed by the Courts, authorizes the slave-hunter to seize another man's wife in New-England, and drag her from her husband and home into Slavery, there to live a life of degradation, polution, and shame; to minister to the last of the slave-hoider, and become the unwilling mether of lilegitimate chitdren, and the unfortunate ancestor of millions of Slaves, is more immoral, more cruel, and more devillab than them all. Resolved, That the African slave trade is immoral, cruel.

tor of millions of Slaves, is more immoral, more cruet, and more devilish than them all.

"Reoderd, That when the hunted fuglitive files to us for shelter, we will harbor him; when hungry, we will food him; when maked, we will clothe him; and we will do all we can to protect him, and aid him in his secape from slavery; and in the language of Patrick Henry, we say, 'If this he treason, make the most of it.'

"Resolved, That the Constitution does not authorize nor permit the restoration of persons held as property, who may escape from one State into another; but only of such persons as are held to service or labor by others to whom that service is due."

In Ohio, at the late meeting held at Xenia, Greene Co., Feb. 1, equally strong language is used in the Resolutions adopted, David Stuart,

presiding, as these samples will shew: Presiding, as these samples will allow the "Resolved, That we are not disunionists, but love the Drion, and feel bound by every moral obligation to penetrate it, and make it every day a more glorious Unlow out that we cannot but regard such legislation as the Fag ive Sawe Law as calculated to weaken the attachment ive Sawe Law as calculated to weaken the attachment Northern freemen to the Constitution, if such legislation

withering by that instrument.

"Resolved. That the fuglitive slave law is a shameful outrage upon the rights of man, and an open and gross violation of the law of God.

"That reconsiders as we do, the supreme au-

tion of the law of God.

"Resolved, That recognising as we do, the supreme authority of divine law, we feel under no obligation to obey said fugitive slave law, but bound by the claims of humanity and religion, in every lawful way to resist its enforcements, and secure its repeal.

to the received to the Daily Tribane.

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Tribune.

Monday, Fer. 17.

Cherry Valley, N.Y.

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Chattanoogs, Tenn... Subscriptions received to the Weekly Tribune.

Milton, Vt. Skanearies, 40
West Perrysburgh, N.Y. 20 Chatham, Pa.
Center White Creek, do. 13 Manchester, Ind.
Oriskan's Falls, N.Y. 2 Cedarville, O.
Union Village, do. 2
Single Subscriptions from various Post Offices Monday, FEE: 17.
6 Pencsylvania.
3 Missouri.
1 England.
3 China.

ANOTHER EDITOR GOING .- B. D. Harris, Esq has retired from the Brattleboro (Vt.) Eagle, and is to leave on the 1st of March, for his post of Secretary of Utah. Pliny H. White, Esq. a lawyer of Londonderry, becomes his successor in the editorial chair.

Election of U. S. Senator-Mr. Beekman's Course and Speech. To the Editor of The Tribune:

I have read with considerable interest and at-

tention the speech of the Hon. J. W. Beekman, published in the Argus of the 13th inst., wherein he sets out to define his position on the Senatorial question-to relate the circumstances which produced it—the reasons and rules that governed it. At the same time he takes the opportunity of vindicating himself from the charges brought against his character, as a politician and a manof reconciling apparent inconsistencies in his course and of justifying himself before his constituents and fellow citizens. How far he has been successful it may not be at present well to decide. I am not very clear on that point, and the reasons for my doubts I propose briefly to state. Passing over the conduct of the Hon. Senator in taking an unusual and not over courteous method of explaining his course, the reason for such conduct is stated to be the opportunity thus afforded of offering a few remarks. He then proceeds to state that, " Some days ago, by the act of God, his vote acquired an importance which had made him notorious, but he would not confess, infamous" What the meaning of this sentence may be is not very evident. Where the Senator finds any special interference of Providence in the case or in his behalf, he does not see fit to inform The number of Senators had not been dimin ished by death; not one was absent from illness they were all there as on the first day of the Ses-sion. The special mission entrusted to him had seen then in abeyance, and he coolly and deliberbeen then in abeyance, and he coolly and deliberately claims for himself Divine inspiration as the rule of his action and the cause of his notoriety. Pleased with his position, and so well satisfied with the part he had played on that occasion, he at once promised his consent to the introduction of a bill providing for another election in the same manner; but the bill in question providing for another election; in a different manner, he should observe the same than election in a different manner. other election in a different manner, he should object, and continue to object, to its introduction.— The Hon. Senator had already forgotten that his objection was made merely for an opportunity of making a few remarks. Another reason leaks out—the bill in question is very objectionable. It deprives one Senator of the power of controling his sixteen Whig colleagues. It enables ninety-odd Whig Members of the Legislature to obey the spirit and letter of the Statute, the wishes of their onstituents, the obligations of the Constitution. It puts an end to the One Man power-to the reenactment of the Beakman scene and the triumph of traitors and Loco Focos. But his memory grows much worse—he proceeds as follows:

grows much worse—he proceeds as follows:

"He had not acted inconsistently in the course he had marked out for himself upon this question. Three years ago, he had the honor conferred upon him of occupying a seat in the Assembly, and he there opposed the election of William H. Seward to the U.S. Senate. He had always been opposed to Sewardism, in the form in which it manifested itself, and he hoped he always should be. At that time, he had but little experience in politics and went into the Caucus, but after the normanious, be said nothing, but merely absented himself upon the day of election. When his name was again brought before the people of his district, he was walted upon by a committee of gentlemen, and asked if when a member of Assembly, be voted against Mr. Seward, as a candidate for the office of U.S. Senator, and he informed them that he did, and probably under that very assurance he was returned to a seat in this body." Mistaking the duration of his political career, which commenced two instead of three years ago,

it is not surprising that he is mistaken in asserting that in the Assembly he opposed the election of Wm H. Seward to the United States Senate There was but one occasion on which he could have opposed—there was but one day on which he could have resisted it. That occasion and that day was on the day of election, and then by his own confession and by the record, he was ab-sent. He had always been opposed to Sewardism—and yet the only opportunity afforded him of proving his opposition he dare not or does not improve. Could the Senator be charged with docging or trimming, this might be twisted into proof of such an accusation. He had, however, but little experience in politics, and went into caucus—to do what? It is to be presumed to nominate a Senator. If he did, how does he reconcile his subsequent bolting of that caucus nominate with his holy private of the caucus nominates. ination with his high principles of honor, his cor-rect notions of party discipline and fidelity? If he left the caucus before the nomination was made and not after, as he alleges, where appears his deadly hostility? The Union Safety Committee was not then in existence, and the Custom House was not all-powerful in elections; else, perhaps, the proof might be forthcoming. After this double game, Mr. Beekman was brought forward as a candidate for Senator. Then he selects with evident satisfaction and self-glorification, the result of an interview between a committee of gentlemen and himself, and to which he at-tributes, probably, his success at the then sucelection. These gentlemen-doubtless anti-Seward men-inquired of him, it when member of the Assembly he voted against Mr. Seward as a candidate for Senator. He informed stated an untruth, and according to his suppos tion, obtained the seat he now holds by false or fraudulent representations. If he absented Assembly on the day of election, when and where did he vote against Mr. Seward

It is not my province to reconcile such discre-pancies in matters of fact. I presume they are reconcileable, for the Senator states subsequently, that his name has never before been coupled with an epithet of disgrace, (and for these and other reasons should not now.) He continues.
"He had therefore been consistent in voting as he did last Tuesday. Why therefore? When in the did last Tuesday. Why therefore? When in the assembly he had not voted against Seward because he stayed away. He had, it is true, stated to a Committee, that he had voted against him, and as that vote was missing on the record, he therefore, to be consistent, would vote against Fish now-instead of Seward then. reading, the therefore is most appropriate. The commences, a collection of "elegant extracts. The first proves Mr. Beekman to be a modern-Washington. The second and third to be successively a young Harry Clay, and a young Daniel Webster. Then comes a most cruel attack on Webster. Then comes a most cruel attack on the thirty gentlemen who ought to have been in the boat with him, and who doubtless will defend themselves. The famous "higher law" doctrine is lugged in for some purpose best known to the orator, and then he becomes Martin Luther. Such is the speech—such its arguments—such its main facts. It may be deemed a sufficient justification by Mr. Beekman and his friends. If it be, he and they are very easily satisfied.

BEAUTIFUL!-A correspondent sends us a let. ter from Havana, describing various scenes in a style peculiarly his own. We have only room for the following touching account of the parting of Jenny Lind and Fredrika Bremer:

The scene of adieu on board of the Falcon, between Miss Bremer and Miss Lind, was of thrill-ing interest; the soul beauties of both mingled with their regrets, and touched the stranger heart with their regrets, and touched the stranger heart with a new sympathy. Bright stars of the clear, cold North! in divergent paths they move, but yet to throw more strength of light upon the home-land of their pride and their affections. Miss Bremer remains to warm her genius in the land of the palm, and gather new material for her happy weaving thought.

COAL IN PUGET'S SOUND .- Professor Walter R. Johnson has analyzed a specimen of Coal discovered on Puget's Sound, and reports it to be one of the purest American Coals which he has yet

seen. He says:

It has a specific gravity of 1.315, and will weigh
in the merchantable state from fifty-one to fiftyfive pounds per cubic foot, according to size of lumps, and will require on board a steamer about 421 cubic feet of space to stow one gross tun It

After the luminous flame ceases, the coke

burns with a bright glow, and leaves a light brickred or deep salmon colored ash.

The specimen referred to was picked up indis

criminately from a large quantity lying on the ground, and which had been dug up within three feet of the surface. The veins are said to dip to a considerable extent toward the near hills and mountains on the west. The indications are that this Coal exists in great quantities, and is easy of access from a safe and capacious harbor.

FACTORY STRIKE.-We learn from the Providence Journal that all the mills at Valley Falls were stopped on Thursday, the help refusing to work unless at present rates.

NAVAL .- The Court Martial which was assembled at Portsmouth, Va for the trial of Com. John Marston, for the loss of the sloop of war Yorktown, has honorably acquitted that officer of all blame, as will be seen by the following extract from the record: "The statements of the parties being thus in possession of the Court, the Court was cleared for deliberation, and after having carefully and maturely weighed and deliberated upon the evidence and exhibits in the case, the Court is of opinion that the specification in the first charge is not proved, and does therefore adjudge the accused not guilty of the first charge.—
That the specification in the second charge is not That the specification in the second charge is not proved, and does therefore adjudge the accused not guilty of the second charge. The Court does therefore honorably acquit the accused, Commander John Marston, of all blame in the loss of the U. S. sloop-of war Yorktown. The Court also thinks proper to state that in arriving at the opinion and judgment as expressed, the evidence and exhibits in the case, fully justify the opinion that the loss of the United States sloop-of war Yorktown was occasioned by a current extraordi-Yorktown was occasioned by a current extraordinary and unusual, both in strength and direction, against which, under the circumstances of the case, no human skill and foresight could have procase, no human skill and foresight could have provided."...U. S. brig Porpoise, Lieut. Com. J. L. Lardner, arrived at Monrovia on the 9th December, from Port Praya, all well, and sailed again on the 17th, for the leeward, via Grand Bassa. The P. had visited the Gambia to make further inquiries respecting some American shipwrecked scamen, said to be in the bands of the natives of seamen, said to be in the bands of the natives of the interior, and for whom a ransom of \$1,000 was demanded. Lieut Lardner could obtain no information respecting them... The U. S. ship St. Mary's was at Rio Janeiro on the 18th Dec. to leave shortly for Valparaiso... The U. S. ship Congress was at Rio Janeiro on the 18th Dec. to on the 1st Jan. for St. Catharine, and thence to Montevideo.

MEXICAN CLAIMS .- Washington, Monday, Feb. Tr.—The Board met according to adjournment Present, all the members. The following order was directed to be entered up. Ordered, that the Secretary publish notice in the Intelligencer, Union and Republic newspapers, printed in Washington, that claimants who have not yet filed the proofs necessary to sustain their claims are required to do so, on or before the 15th day of March next, after which time no new evidence March next, after which time no new evidence will be received, and all parties intending to submit arguments in support of their claims are required to file them on or before the lat day of April next, after which time no argument will be received. The memorial of George W. Vanstavoren, claiming for losses by his expulsion from Tampico, in 1846, being taken up for consideration, with the proofs and documents, the Board came to the opinion that the claim is valid against the Republic of Mexico, and the same was allowed came to the opinion that the claim is valid against the Republic of Mexico, and the same was allowed accordingly; the amount to be awarded subject to the future action of the Board. The severa memorials of Sanforth Kidder, claiming for de-struction of his goods at Brazos Santiago, in 1836; for seizure of a flat boat and consequent injuries, in 1846, and for a forced loan at Matamoras in 1836, being taken up for consideration, with the proofs and documents, the Board came to the opinion that the first of these claims is not valid against the Republic of Mexico; and that the same is accordingly not allowed. That the second and third are valid claims against the Republic of Mexico; and the same were allowed accordingly; the amount to be awarded subject to the future action of the Board. The Board adj.

action of the Board. The Board adj.

CLAIMS AGAINST MEXICO.—Washington, Frilday, Feb. 14.—The memorial of James W. Zacharie, claiming for damages done by shot from the City of Vera Cruz to the schooner Scott, off the castle, being taken up for consideration, together with the proofs and documents connected there with, the Board came to an opinion that the claim is not valid against the Republic of that the claim is not valid against the Republic of Mexico; and the same was accordingly not allowed. The Board proceeded to the consideration of a motion and argument on the part of James W. Zacharie, claimant in the case of the schooner Susan, decided by this Board on the third of the present month, and thereupon, after due examination, came to an opinion that there is not ground for reversing the judgment of the

Board as heretofore given in this case. Adj.

Washington, Saturday, Feb 15.—The memorial of Lucius H. Armstrong, claiming for losses by expulsion from Tampico in May, 1846, and for detention of brig Foam, being taken up for consideration, together with the proofs and docu-ments connected therewith, the Board came to an opinion that the claim is valid against the Republic of Mexico, and the same was allowed accordingly; the amount to be awarded subject to the future action of the Board. Adj.

ANOTHER FEARFUL RAILROAD ACCIDENT .-The passengers on the Housatonic road had another narrow escape last night. One of the passengers furnishes us with the following particulars: The train was running at a rapid rate around a curve, a mile below Van Deusenville, and twelve miles from the State line, when the two passenger cars were thrown from the track. In an instant the trucks were torn off both cars. While in this condition, they were dragged some thirty rods, when the hind car was down the bank of the Housatonic River-a dis tance of near seventy feet—turning a complete somerset in its descent. It was followed by the first passenger car; but having fortunately be-come disconnected, it lodged when about its length down the bank, and at an angle of about 45 degrees. The locomotive and baggage ca seem to have become disconnected the momen the passenger cars were thrown from the track, and ran a mile or more before the accident was

No lives were lost by this accident; but several persons were severely injured. A gentleman by the name of White, living at Van Deusenville, had one or more of his ribs broken. An English gentleman, whose name we did not learn, seemed to be injured internally—vomiting vio-lently for some time. The conductor had one of his legs broken, and several of the passengers were bruised and cut considerably. There were only two ladies in the train, and neither of them was injured. [Eve. Jour., Thursday.
THE SUICIDES AT BRAINTREE, MASS.—The Bos-

ten Traveller has seen a letter addressed to Mr. Perkins, the Postmaster of Braintree, from Peter Greive of Zanesville, Ohio, which leaves no roo to doubt that the suicides were his son and his son's wife. He describes the parties exactly, and also articles which the deceased have left-a carpet beg, a silver watch, a box of drawing materials, and a copy of A. J. Davis's Revelation. A slip inclosed in the father's letter, from a Zanesville paper, says. "These unfortunate persons were the victims of the delusive doctrines taught by Andrew Jackson Davis, et id omne genus. By a too easy credulity in "Spiritual Knockings," and the humbugs of the day, they have been led from the path of truth, resulting, probably, in partial insanity.

RAILROAD FARES .- The Railroad Convention has not fully determined upon the time of starting or the number of trains to be run daily during the ensuing season. It will not be less than five and there may be six daily trains between this city and Buffalo. On all through passengers \$6 60 will be charged, but to and from the intermediate places the rates have not been fixed. Some of the long roads will only charge at the rate of two cents per mile, and it is the opinion of a number of the members of the Convention that for a distance of fifty miles and over, the fair will be fixed at two cents per mile. [Alb. Eve. Jour., 14.

During the recent freshet, some two hundred feet of the dyke above this city, was carried off. This dyke extended from the property own ed by S. Van Rensselzer, Esq., to the Island, and was constructed by the General Government, for the purpose of deepening the channel on the east-ern shore. The current of the river is now turned toward the western shore, and if the dyke is not re.constructed, a channel will be formed through [Alb. Eve. Jour. this opening.

A HARD HIT.—These were some passages at arms yesterday in the House, between Messrs.

A. A. Thompson and Tathill. During the excited speech of the former, he requested a page to bring him some water. In his reply, Mr. Tathill remarked that he felt greatly relieved when, in the height of his hot frenzy, his friend had called for 'water.' He had hoped that its application would have cooled him down. But the result showed that the gentleman was like Paine's new Gasometers. ter-the more water he poured on the more gas Alb. Eve. Jour.

THE WHEELING BRIDGE CASE .- The Pittsburg THE WHEELING BRIDGE CASE.—The Pittsburg Post of Saturday confirms the report that Chancellor Walworth has made his report to the Supreme Court against the Wheeling Bridge, declaring it an obstruction to navigation as it now stands, and recommending that it be raised twentweight feet. This is an important decision. To Pittsburg the bridge was a great obstruction to the river trade of that city, by impeding the navigation.